

BookletChart™

Olcott, NY, to Toronto, Ont.

NOAA Chart 14810

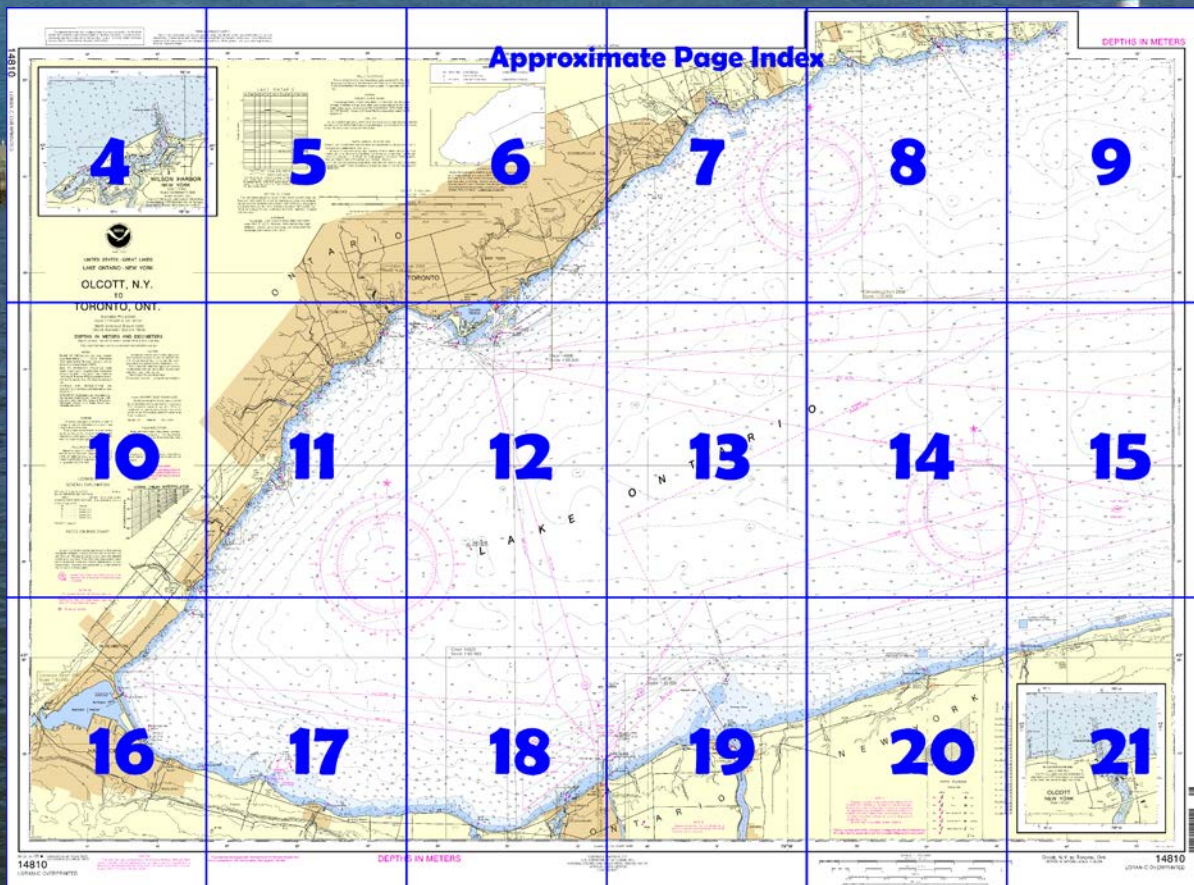


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14810>



(Selected Excerpts from Coast Pilot)

From Thirtymile Point, the shoreline trends southwest for about 12 miles to Olcott, thence about 6 miles to Wilson, and continues southwest for about 12.3 miles to the mouth of the Niagara River. From Thirtymile Point to about 2.4 miles west of Olcott, deep water is within 0.3 mile of the shore, but from the latter point to near the mouth of Niagara River, the bank extends about 0.7 mile from shore. The creek is entered from Lake Ontario

through a dredged channel between two piers. The west pier is marked by a light. In 2008, the controlling depth was 9 feet in the dredged channel. Depths of about 5 to 7 feet were available to the fixed highway bridge 0.4 mile above the entrance. The channel, however, is unstable

because of mud deposits from Eighteenmile Creek and drifting sand from the west. A rock ledge with a least depth of 11 feet is across the entrance channel 500 feet lakeward of the piers.

Several marinas in the creek provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, a launching ramp, a 30-ton mobile lift, and hull, engine, and electronic repairs. In 1977, depths of 6 to 11 feet were reported alongside the berths.

In 1981, a submerged rock was reported about 3.3 miles west of Olcott in about 43°19'56"N., 78°47'00"W.

Wilson Harbor is in the mouth of **East Branch Twelvemile Creek**, about 12 miles east of the mouth of the Niagara River. The widened mouth of the creek forms **Tuscarora Bay**, which is about 2 feet deep in its natural depth and provides good anchorage for shallow-draft vessels.

The entrance to the harbor from Lake Ontario is through a dredged channel that leads between parallel piers and thence upstream for 0.8 mile through Tuscarora Bay. The west pier is marked by a light, and daybeacons and buoys mark the channel through Tuscarora Bay. (See Notices to Mariners and latest edition of chart for controlling depths.) Several marinas in Tuscarora Bay provide berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, a 25-ton mobile hoist, and hull, engine, and electronic repairs. In 1977, depths of 4½ to 10 feet were reported alongside the berths.

Niagara River Below Niagara Falls.—The Niagara River flows from the northeast end of Lake Erie and enters Lake Ontario about 36 miles from its west end. The Lake Ontario entrance to the river is between two land points occupied by **Fort Niagara, NY**, on the E, and **Fort Mississauga, ON**, on the west. The **International boundary** between the United States and Canada generally follows a middle of the river course through the lower Niagara River.

The Niagara River, with its great volume of water and a current of about 2.2 knots, deposits considerable sediment in Lake Ontario and forms extensive shoals for a radius of about 3 miles off the mouth of the river. A bank with least depths of 5 feet extends about 0.8 mile off the east side of the entrance and is marked on its northwest side by a lighted bell buoy. **Rumsey Shoal**, with depths of 17 feet, is an unmarked detached shoal about 1.5 miles north of Fort Niagara. **Niagara Bar** extends from shore about 2 miles west of the river mouth northeast to a point about 3 miles north of the river mouth. The north part of the shoal has depths of 12 and 13 feet, but depths of 8 feet are found to about 1.5 miles offshore northwest of the river mouth. Commercial sand and gravel dredging is conducted intermittently in the area and depths are subject to change. In 1982, an obstruction covered 3 feet was reported in about 43°16'00"N., 79°05'12"W. Vessels bound between the Welland Canal and points east of the Niagara River must avoid Niagara Bar by passing north of the lighted buoy about 3.7 miles north of Fort Niagara.

The entrance to the Niagara River is marked by lighted buoys, a **149°30'** lighted range, and lights at Fort Niagara and Fort Mississauga. **Fort Niagara Light** (43°15.7'N., 79°03.8'W.), 80 feet above the water, is shown from a tower with a white and green diamond-shaped daymark on the east side of the river at the mouth.

Coast Guard Station.—**Niagara Coast Guard Station** is on the east side of the Niagara River entrance. In 1977, depths of 14 feet were reported alongside the Coast Guard wharf.

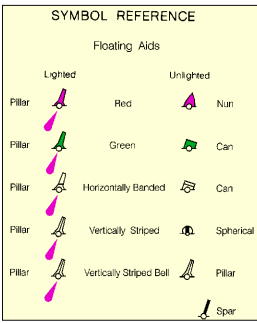
Niagara-on-the-Lake, ON, is on the west side of the mouth of the river. A **Canadian customs reporting station** is at Niagara-on-the-Lake. (See Canadian Customs, chapter 1.) The customs wharf has depths of 4 to 10 feet alongside.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland	Commander	
	9th CG District	(216) 902-6117
	Cleveland, OH	

Table of Selected Chart Notes

Pump-out facilities



AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and Canadian authorities.

NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 74.2 m. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE B
Vessels are warned that it is dangerous to anchor or stop in a Firing Danger Area while practices are taking place.

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale National Ocean Service and Canadian charts are shown thereon and are not repeated on this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Mercator Projection
Scale 1:100,000 at Lat. 43°30'
North American Datum 1983
(World Geodetic System 1984)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Buffalo, N.Y. KEB-98 162.55 MHz

15 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or less than the charted depths.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.205" northward and 0.824" eastward to agree with this chart.

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SOURCE DIAGRAM
Most of the hydrography identified by the letter "Y" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

LO-RAN-C
GENERAL EXPLANATION

LO-RAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL 99.600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9960-Y

RATES ON THIS CHART
9960-W 9960-Y 9960-Z

LO-RAN-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used without caution. These tables should not be used based on survey dates. Every effort has been made to list the 1/2 nautical mile accuracy errors established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

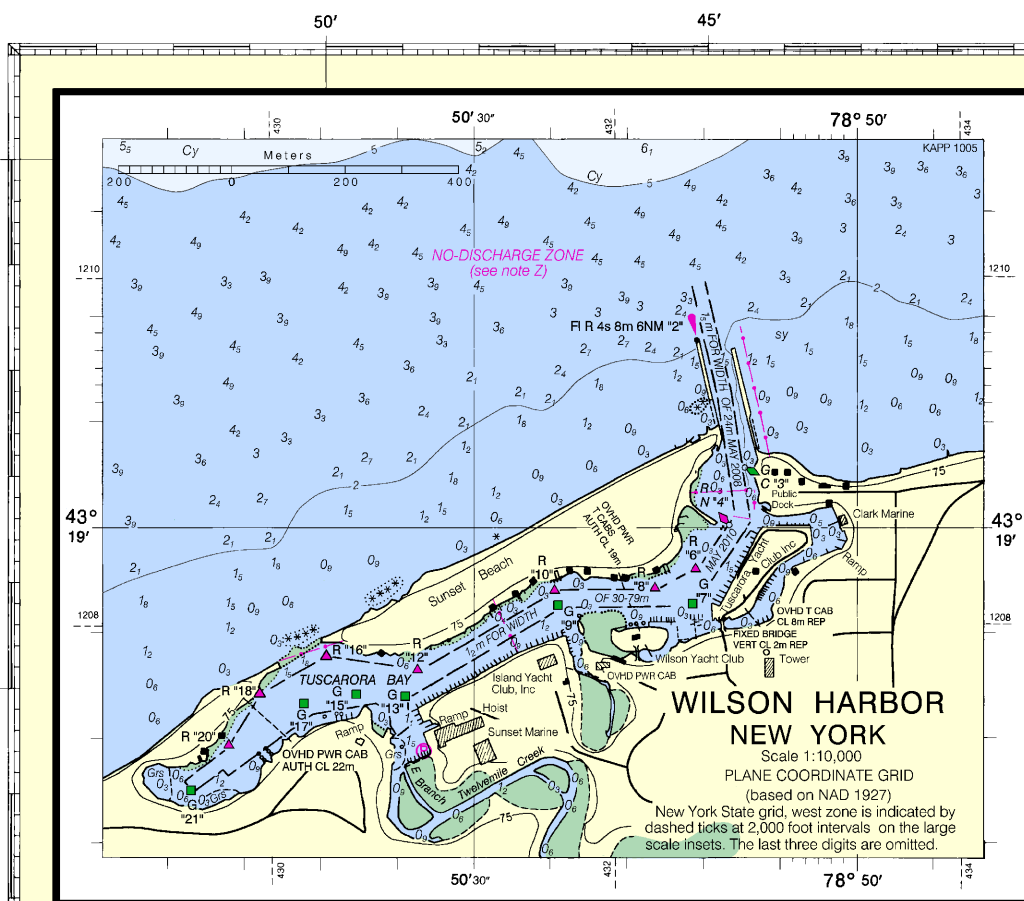
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

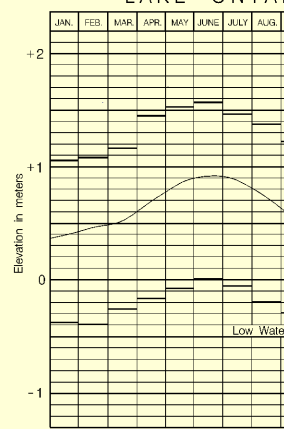
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

14810

LORAN-C OVERPRINTED



LAKE ONTARIO



Low Water Datum, which is the plane of reference shown on the above hydrograph, is also the charted depths. If the lake level is above Datum, the existing depths are correspondingly less than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is the datum of 1983 (NAD 83) which for charting equivalent to the World Geodetic System 1984 positions referred to the North American Datum of 1983. The datum is corrected an average of 0.205' northward and 0.105' eastward with this chart.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17, U.S.C. However, other intellectual property rights on the compilation of the foreign waters shown on this chart.



UNITED STATES - GREAT LAKES
LAKE ONTARIO - NEW YORK

OLCOTT, N.Y.
TO
TORONTO, ONT.

Mercator Projection
Scale 1:100,000 at Lat. 43°30'
North American Datum 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND JOINS page 10
Depths contour interval 10 meters (under)

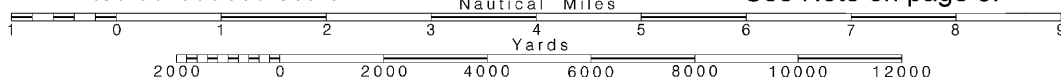
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



30'

25'

20'

15'

CONTINUED

POLLUTION REPORTS

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CAUTION

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Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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Due to periodic high water conditions in the Great Lakes, some features charted visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SUPPLEMENTAL INFORMATION

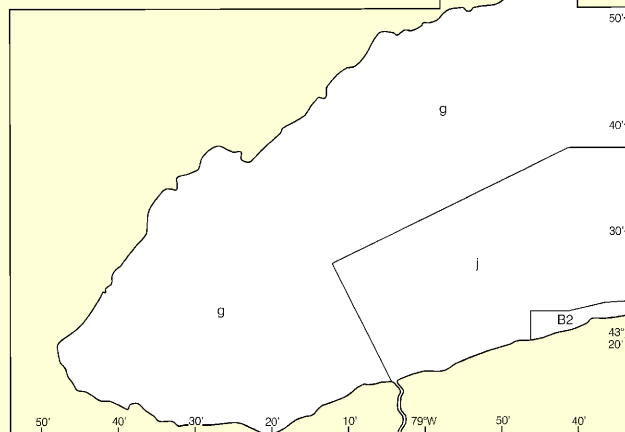
Consult U.S. Coast Pilot 6 and Canadian Sailing Directions, Great Lakes, Vol. 1 for important supplemental information.

Information concerning Canadian Nautical Charts, Sailing directions, Tide tables, and other Government publications of interest to mariners, may be obtained on request, to the Dominion Hydrographer, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
g		Canadian Surveys	
j	Pre-1974	Lake Survey Surveys	partial bottom coverage



SOURCE DIAGRAM

Most of the hydrography identified by the letter 'j' was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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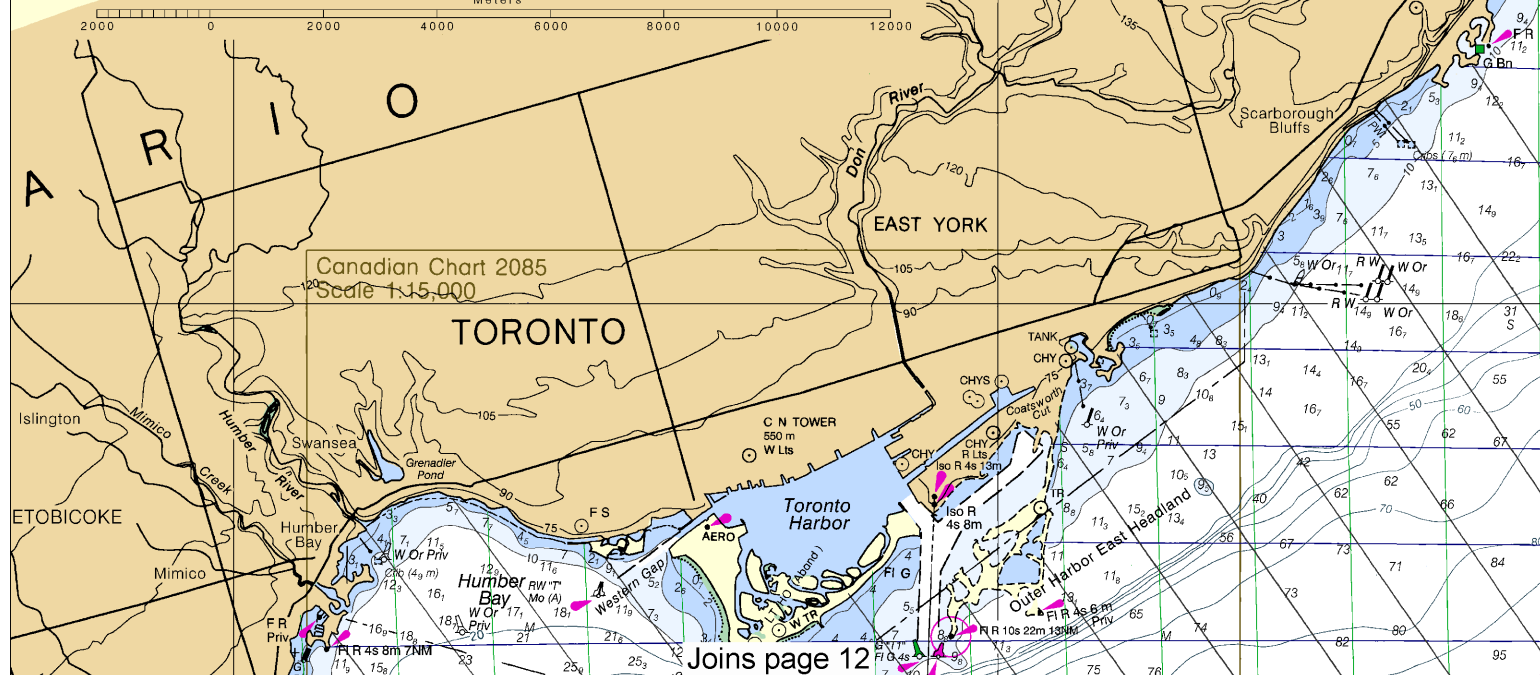
Nautical Miles

Statute Miles

Yards

Meters

Joins page 5

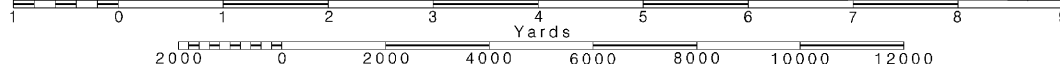


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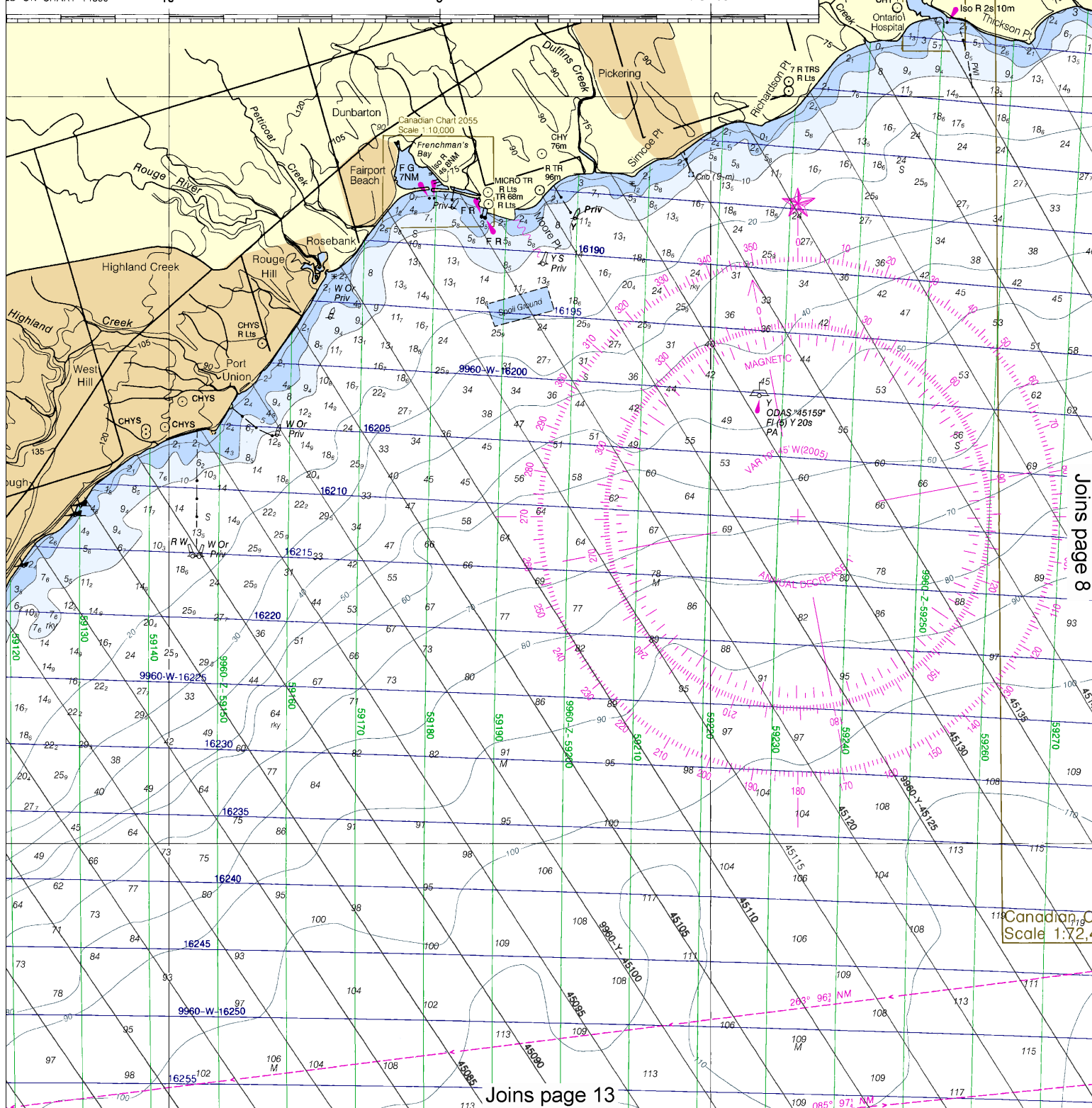
Nautical Miles

See Note on page 5.



6

Note: Chart grid lines are aligned with true north.

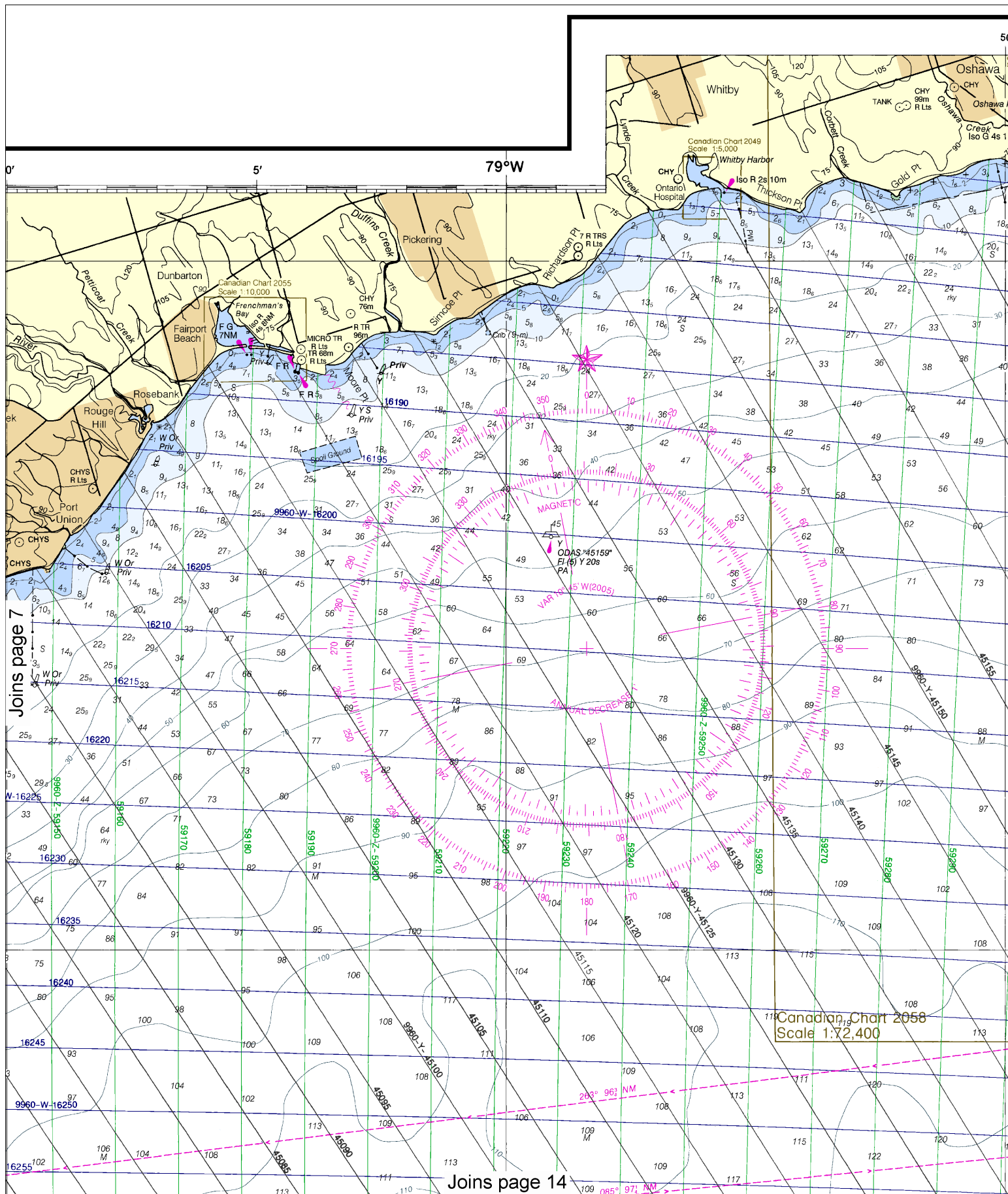


Joins page 8

19 Canadian C
Scale 1:72,4

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

7



OLCOTT, Joins page 4 TO TORONTO, ONT.

Mercator Projection
Scale 1:100,000 at Lat. 43°30'
North American Datum 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS

Depths contour interval 10 meters (under 10 at 2 and 5 meters)

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

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(Low Water Datum) 74.2 m Referred to
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tional Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast
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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

9960.....99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station
letter designators).

M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9960-Y

RATES ON THIS CHART

9960-W 9960-Y 9960-Z

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Vessel Traffic Services calling-in point with
numbers; arrow indicates direction of vessel
movement.

WARNING

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Pump-out facilities

CAUTION

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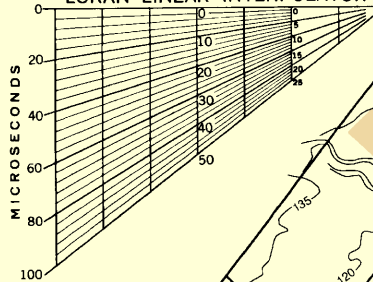
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CABLE AND PIPELINE AREAS

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LORAN LINEAR INTERPOLATOR



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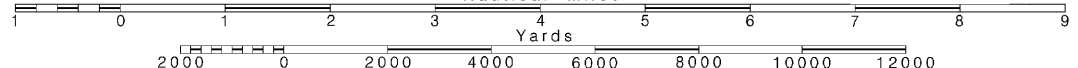
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:100,000

Nautical Miles

See Note on page 5.



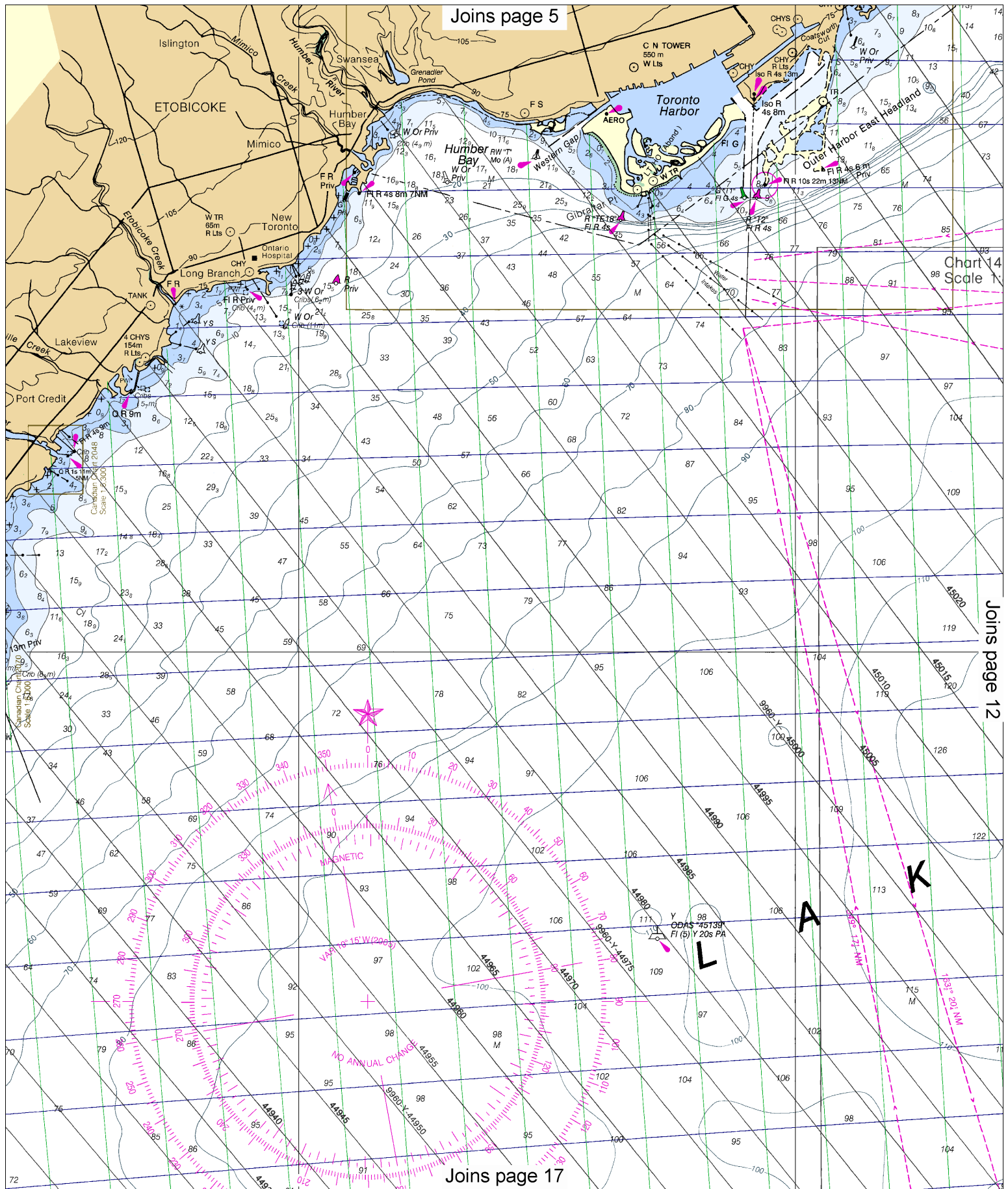
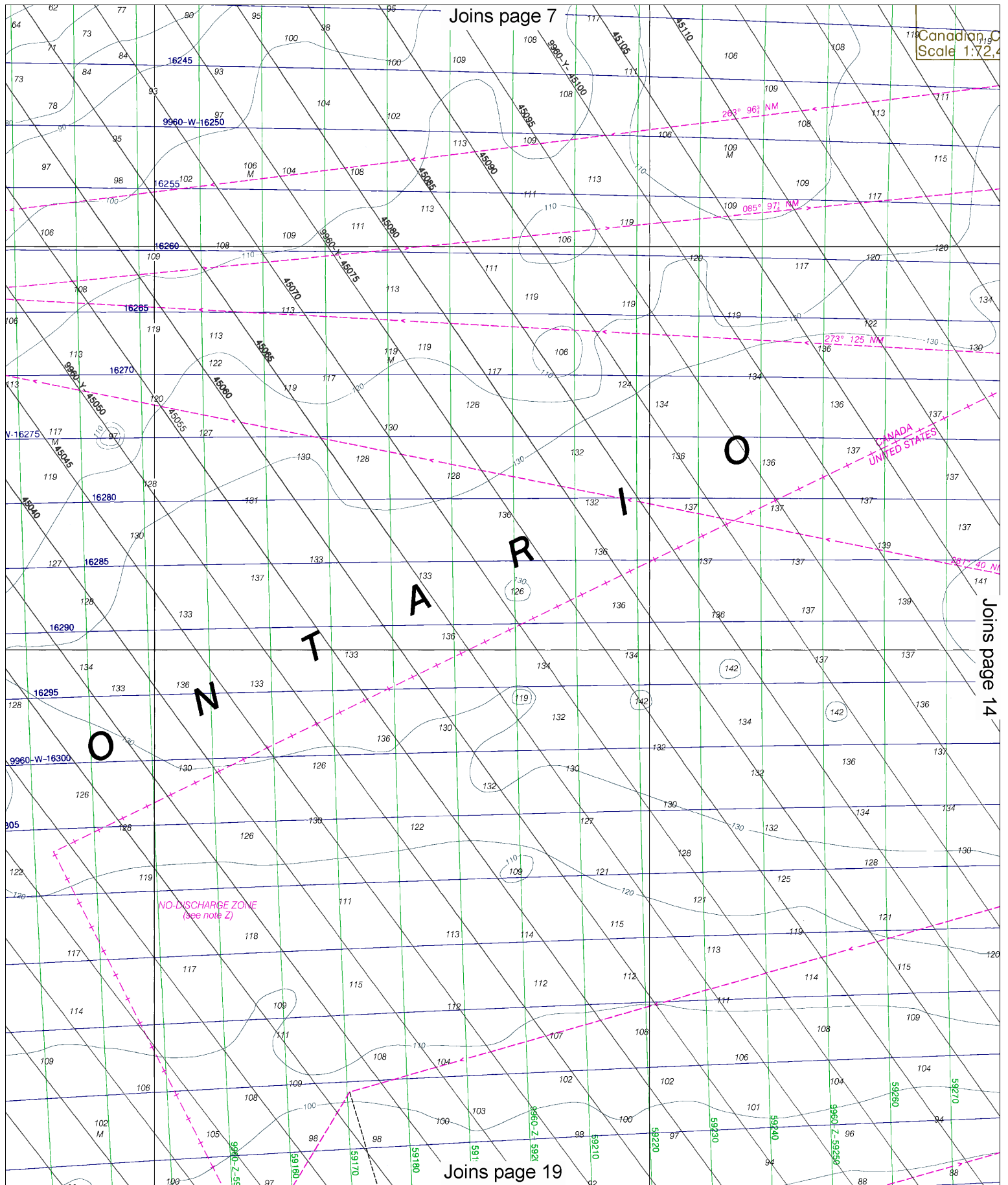
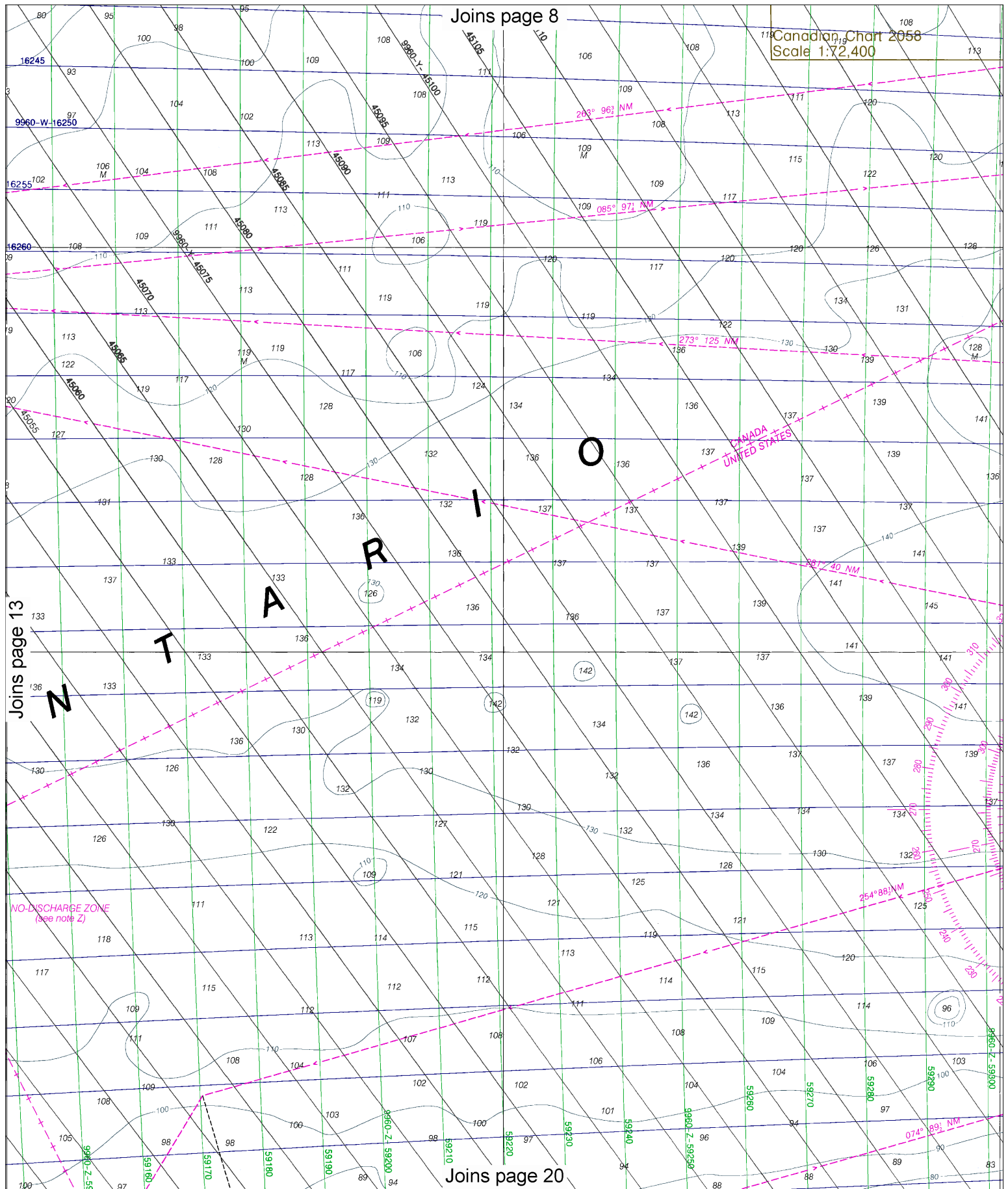


Chart 14
Scale 1:10,000

Joins page 12





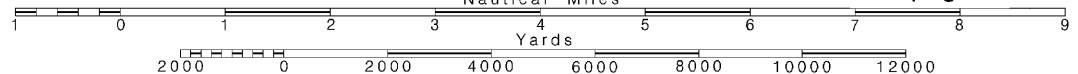
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



Joins page 9

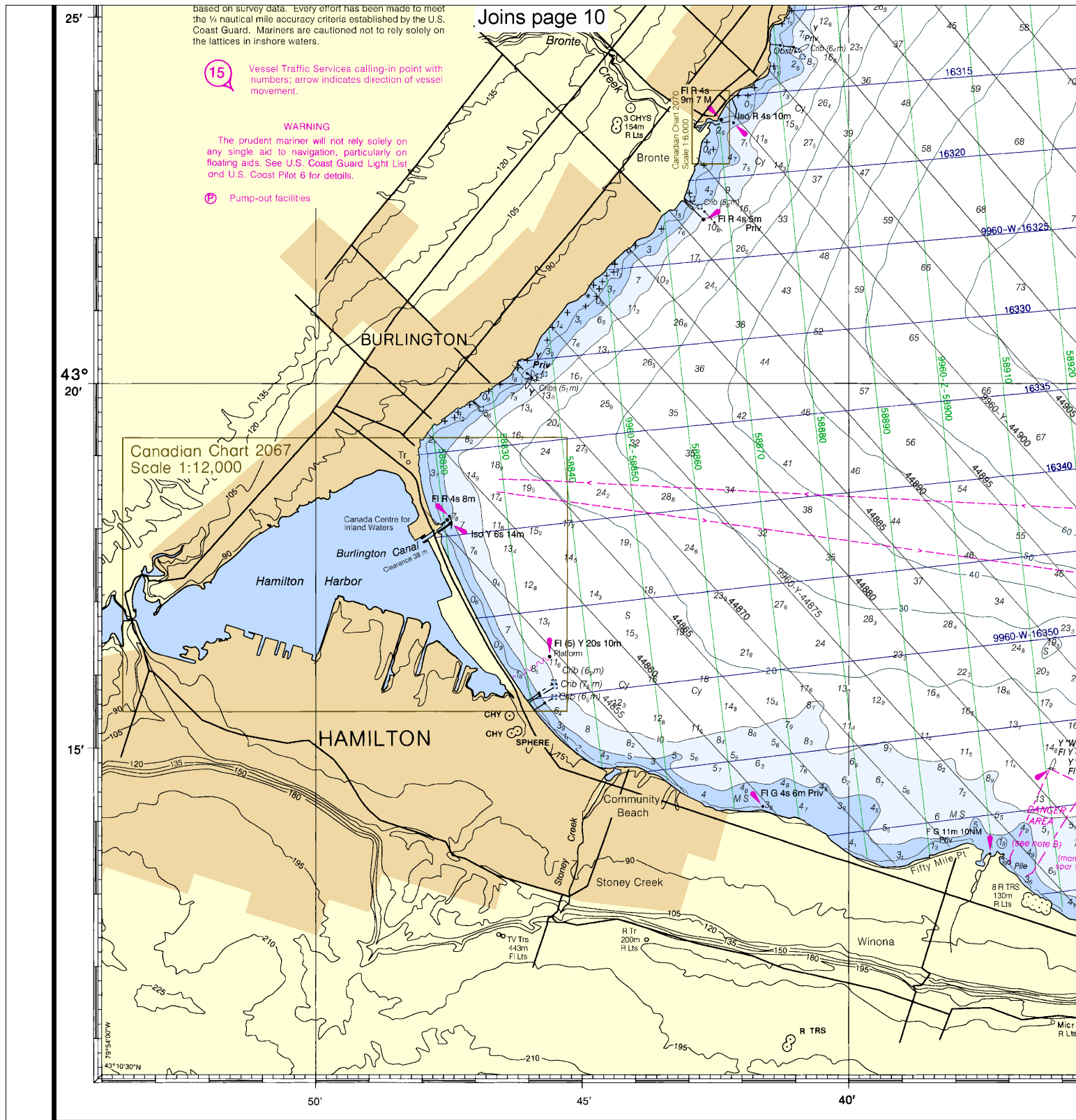
109 110 108 111 117 130 132 136 139 141 143 147 150 154 156 159 160 161 163 167 169 170 173 175 177 179 180 182 184 186 188 190 192 194 196 198 200 202 204 206 208 210 212 214 216 218 220 222 224 226 228 230 232 234 236 238 240 242 244 246 248 250 252 254 256 258 260 262 264 266 268 270 272 274 276 278 280 282 284 286 288 290 292 294 296 298 300 302 304 306 308 310 312 314 316 318 320 322 324 326 328 330 332 334 336 338 340 342 344 346 348 350 352 354 356 358 360 362 364 366 368 370 372 374 376 378 380 382 384 386 388 390 392 394 396 398 400 402 404 406 408 410 412 414 416 418 420 422 424 426 428 430 432 434 436 438 440 442 444 446 448 450 452 454 456 458 460 462 464 466 468 470 472 474 476 478 480 482 484 486 488 490 492 494 496 498 500 502 504 506 508 510 512 514 516 518 520 522 524 526 528 530 532 534 536 538 540 542 544 546 548 550 552 554 556 558 560 562 564 566 568 570 572 574 576 578 580 582 584 586 588 590 592 594 596 598 600 602 604 606 608 610 612 614 616 618 620 622 624 626 628 630 632 634 636 638 640 642 644 646 648 650 652 654 656 658 660 662 664 666 668 670 672 674 676 678 680 682 684 686 688 690 692 694 696 698 700 702 704 706 708 710 712 714 716 718 720 722 724 726 728 730 732 734 736 738 740 742 744 746 748 750 752 754 756 758 760 762 764 766 768 770 772 774 776 778 780 782 784 786 788 790 792 794 796 798 800 802 804 806 808 810 812 814 816 818 820 822 824 826 828 830 832 834 836 838 840 842 844 846 848 850 852 854 856 858 860 862 864 866 868 870 872 874 876 878 880 882 884 886 888 890 892 894 896 898 900 902 904 906 908 910 912 914 916 918 920 922 924 926 928 930 932 934 936 938 940 942 944 946 948 950 952 954 956 958 960 962 964 966 968 970 972 974 976 978 980 982 984 986 988 990 992 994 996 998 1000

Joins page 21

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Joins page 21



5th Ed., Jul./05 ■ Corrected through NM Jul. 30/05
Corrected through LNM Jul. 26/05

14810

LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This chart was developed within the framework of international conventions in cooperation with the Canadian Hydrographic Service.

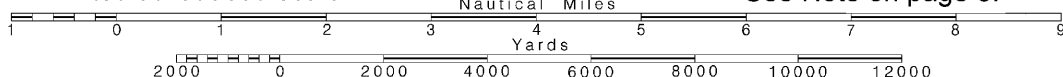
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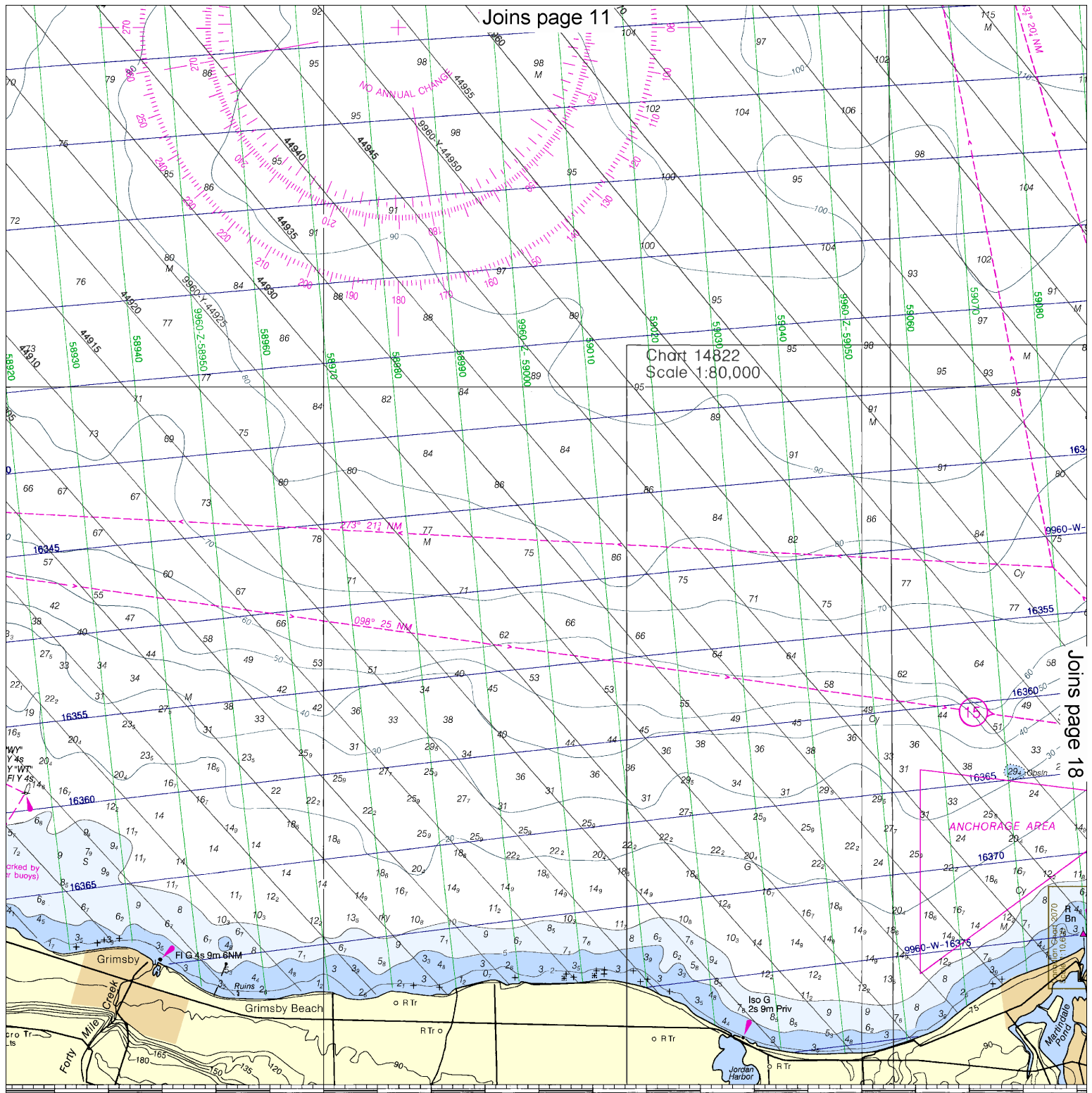
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

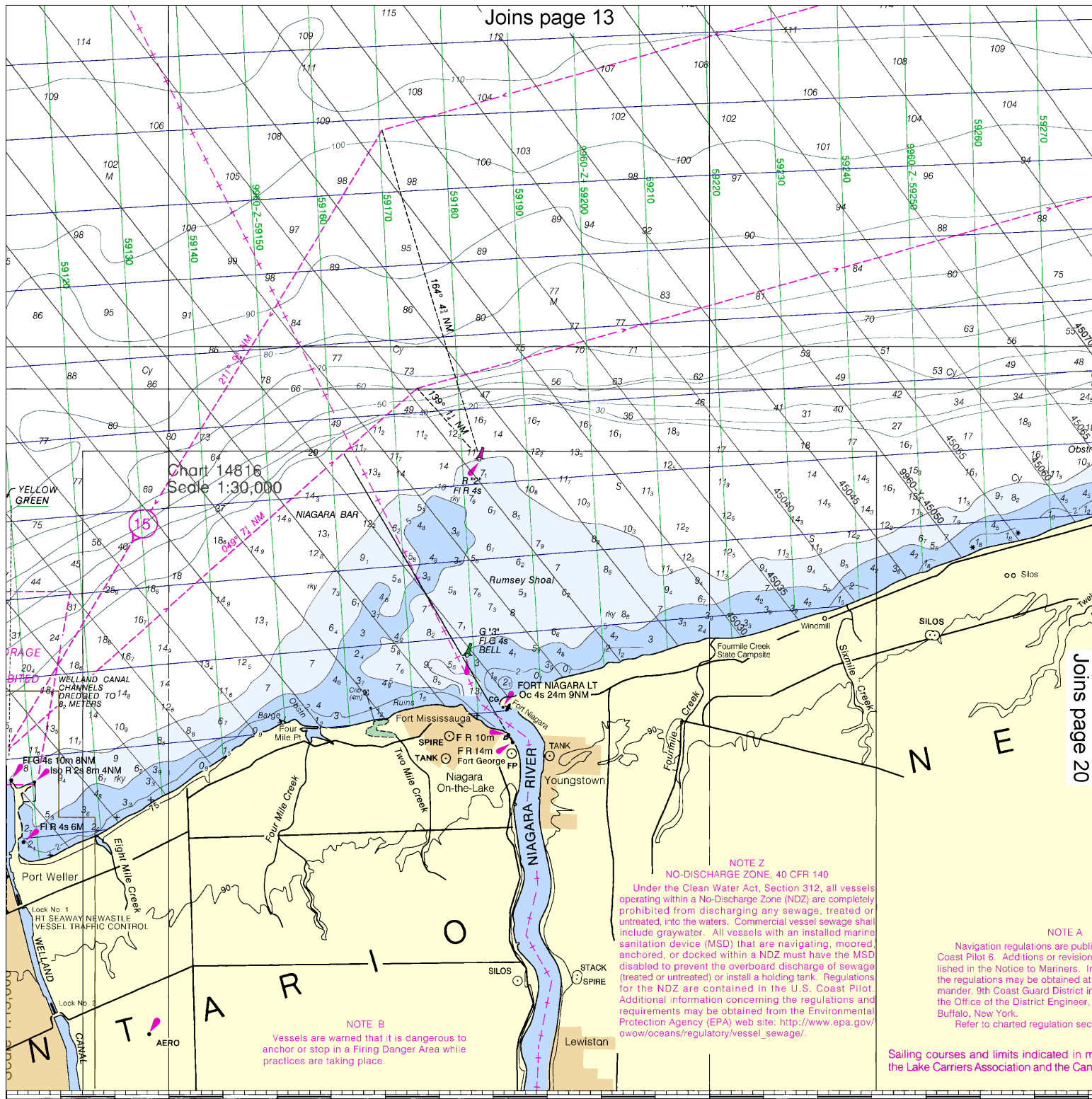
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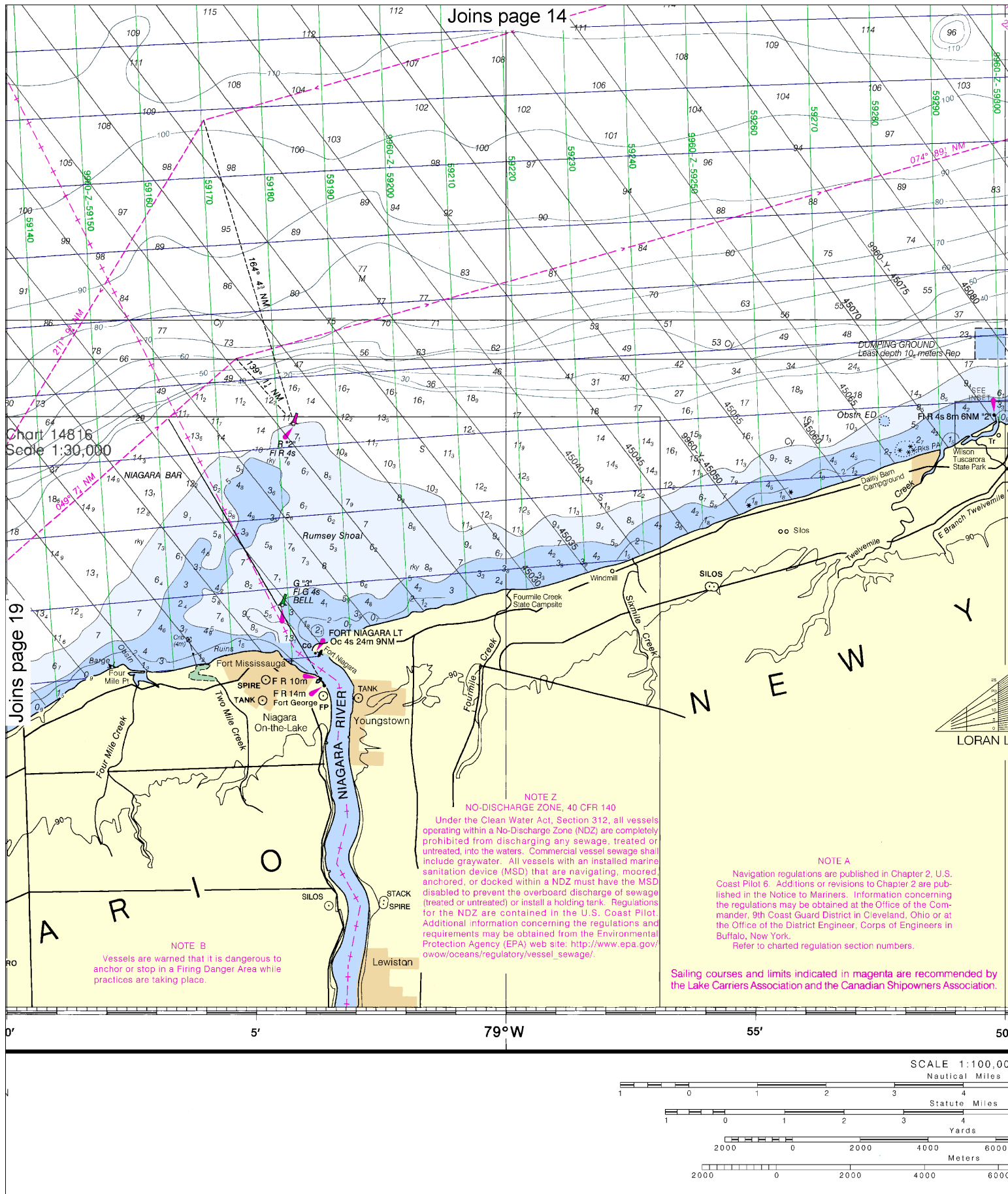
See Note on page 5.





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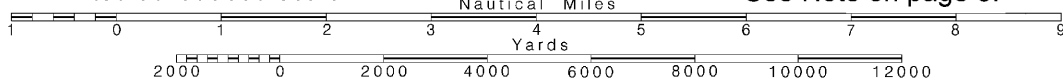
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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